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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
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General Managers.
Hong Kong, 6th June, 1903. [a103]

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PORTLAND CEMENT.
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Hong Kong, 14th May, 1903. [a160]

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Hongkong, 6th May, 1903. [a151]

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Canton, 1st October, 1901. [a13]

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SMART DESIGNS. STYLISH FINISH. [a30]

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Hongkong, 1st April, 1903. [a39]

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PER CASE 48 PINTS ... \$6.50
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Try it in your bath and you will feel all the better for it. For cleansing silver-ware, jewellery, and clothing it is without equal.

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ESTABLISHED A.D. 1841.

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6th July, 1903.

Mr. Consul-General JAMES SCOTT's report on the trade of Canton for the year 1902 has been issued by the Foreign Office, with the date May, 1903. It is a document of commendable conciseness, but it is furnished with full comparative tables of the principal articles of import and export during 1901 and 1902. The trade of 1902, reckoned in Haikwan taels, shows a large increase of some 33 per cent. over the figures of 1901, the previous best year. The total value last year was 80,728,943 Hk. Tls., as against Hk. Tls. 60,845,410 in 1901. The total is made up as follows:—Foreign imports Hk. Tls. 16,573,606; foreign exports, Hk. Tls. 36,614,264; native imports, Hk. Tls. 23,748,618; native exports, Hk. Tls. 3,792,255. Mr. Scott takes the figures for 1891, 1901, and 1902, and deduces a curious result. In silver value, the three years' totals were:—

1891	1901	1902
Hk. Tls. 46,411,517	60,845,410	80,728,943

In sterling value, however, the totals appear as follows:—

1891	1901	1902
£11,216,094	9,126,809	10,090,993

Mr. Scott says:—"The fact remains that the volume of the trade as represented by the quantities involved, especially as regards exports to foreign countries, shows an extensive development; so that, however interesting the sterling returns may be from the standpoint of currency comparison, they do not in reality faithfully represent the growth of the trade, of which, in Canton, the largest portion is in foreign exports."

Mr. Scott accounts for the increase in 1902 over 1901 (the actual amount of which, in trade coming under the cognizance of the Imperial Maritime Customs is Hk. Tls. 19,882,533) by giving the following causes:—(1) the general tendency to expansion shown during 1901; (2) by the largely increased value of the silk export, which has been in the past greatly underestimated; and (3) by the additions to the steamer-borne cargo, the result of the transfer of the native customs to the direction of the Imperial Maritime Customs. As regard (2), he says, the corrections made resulted in an increase of the value of this export of some 9,000,000 taels; as regards (3), cassia, matting, oil, fish, and some yarn are now being largely shipped by steamer in preference to junk.

It does not of course follow that because of the large increase in trade mentioned above there was no cause for complaint last year. It is provided by the Tientsin treaty, Mr. Scott remarks, that steamer-imported foreign goods, irrespective of the nationality of the importer, may, on payment of a half-duty, be sent into the interior under a half-duty certificate and be exempt from all further taxation en route, and a similar exemption by means of the transit pass is accorded to native produce, the bona-fide property of a British subject, intended for steamer export and so declared at a treaty port. It was hoped that by this arrangement foreign goods would be spared the vexatious delay and exorbitant charges suffered by merchandise which pays lekin to the provincial lekin authorities. "So long as foreign goods are actually imported by a foreign merchant, the half-duty certificate is so far observed that it frees them from lekin and all other charges en route," says Mr. Scott. "Arrived at their destination, however, and in the hands of the Chinese consumers, the local authorities put whatever duties on them they choose. Further, notwithstanding that the treaty secures to native merchants the right to import and send into the interior foreign goods under half-duty certificates, as great is the objection of the provincial authorities to these certificates, and so effective is their opposition to them when in the hands of native dealers who have no foreign Consul to whom to appeal for support, that Chinese merchants in Canton have abandoned the idea of endeavouring to derive any benefit from them and no longer attempt to make use of them." Foreign goods do not then secure that free and unhindered passage in the interior, which it was intended they should enjoy, from the fixed taxation accorded them under the half-duty certificate. The reason is obvious. The half duty, when collected, is sent by the Imperial Maritime Customs to Peking, whereas the lekin and other taxes which it replaces are provincial. Mr. Scott sympathises with the provincial attitude, saying:—"It would seem only logical that, if the provincial authorities are to accord to foreign goods the facilities given them under the transit-pass and the half-duty certificate, they should receive the half-duty payable thereunder as compensation for the impoverishment of the provincial revenue by the loss of lekin. Indeed, so far as the Canton Province is concerned, the Viceroy has assured me, if this revenue was handed over to the provincial authorities, foreign goods in the interior would be freed from all further taxation, not only in transitu but also at destination."

The anticipation expressed in the 1901 report that after the transfer of the Canton native customs to the Imperial Maritime Customs steamers would suffer less from junk competition has been verified, while a somewhat new feature resulting from the transfer is the number of non-steamer craft under foreign flag and paying duty to the I.M.C. Lighters under the British flag are employed by Messrs. SAMUEL & CO. in the importation of oil; and junks under French, German and American flags running between Canton and Hongkong are becoming daily more numerous, and this notwithstanding that the Hongkong Government regards such junks while in Hongkong as native craft. "The change in flag is made after they have left British waters, a state of affairs which is obviously unsatisfactory," continues the report, "both as regards the Hongkong Government and the Imperial Maritime Customs in Canton."

With regard to trade on the West River, Mr. Scott speaks of the encouragement received from the opening of eight new ports of call for passenger traffic, namely Do Sing, Luk To, Yuet Sing, Luk Fu, How Luk, Kau Kong, Mah Ning and Yung Ki. "Cargo and passengers," he says, "are forsaking, in increasing quantities and numbers, native craft for the faster and safer foreign steamers. Of these, there were formerly only the British stern-wheel vessels *Nanning* and *Saining*; but the advent of the French steamer *Hong Kong*, has induced a lowering of freights,

resulting in a loss of profits and negative, to some extent, the effect of the general development which has taken place." Such a process, however, is inevitable with the extension of the traffic.

Into the detailed figures of the various imports we cannot here go. We will conclude by quoting Mr. Scott's remarks under the heading of "Shipping" and "Imperial revenue." "Shipping," he says, "again showed an increase, no less than 2,139,424 tons having entered the port and approximately the same quantity having cleared. British vessels accounted for 1,667,251 tons; Chinese, 189,270 tons; German, 135,962 tons; French, 74,048 tons; and Norwegian, 43,581 tons." On the subject of Imperial revenue he says:—"The revenue derived during 1902 by the Imperial Government from the trade under the control of the Imperial Maritime Customs at Canton amounted to 2,592,260 Haikwan taels, and is the highest on record, exceeding even those of the years 1891 and 1892, which were assisted by large opium imports. The effective 5 per cent. ad valorem tariff is principally responsible for the increased revenue of the year under review."

The French mail of the 2nd ult. was delivered in London on the 3rd inst.

Shanghai has now declared Fooochow, Swatow, Canton, and the Formosan ports infected.

A notification appears in the *Gazette* that Bellilio's Reformatory is henceforth to be used as a prison.

On p. 5 to-day will be found the termination of our extracts from Mr. E. R. Bellilio's description of his trip across Siberia.

During the day ending at noon on Saturday two more Chinese plague cases were reported. One body was found at a house in Water Works Road, Yaumati, while the other victim died in a matched on Hungtung Praya. The year's cases now number 1,299.

The battleship *Goliath* weighed anchor for home yesterday morning at 9.30, steaming out through the Lycean Pass. As she passed the *Tamar* there was an outburst of cheers and counter-cheers. The *Goliath* is expected in England about the 28th prox.

The British steamer *Duke of York* left Kobe at the end of last month for Callao, Peru, with 1,200 Japanese emigrants on board, shipped by the Morioke Shoton. The vessel carried about ten cabin passengers, among whom were a Japanese Government commission of inspection and representatives of the Mitsui and other Japanese firms.

An automobile race from Moscow to St. Petersburg is announced to take place during this summer. There will be seven controlling stations. Five large automobiles are entered to take part, one of six from twelve horse-power, six smaller cars, and twelve motor-cycles. Several well-known foreign automobilists are expected to participate.

The following is the programme of music to be played by the band of the 14th Bombay Infantry on the New Parade Ground to-day from 5 to 6.30 p.m. (weather permitting).—March, "Festive March in D." ... Saert Overture ... "Silvana." ... Weber Selection ... "The Flying Dutchman." Wagner Selection ... "La Fille de Madame Angot." Leonce Romance Suite Paroles "Simple Aven." ... Thomas "God Save the King."

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong during June are given by the managers of the respective banks:—

Banks.	Average Specie in	Amount Reserve.
Chartered Bank of India, Australia and China.	3,830,699	1,800,000
Hongkong and Shanghai Banking Corporation.	10,688,512	7,000,000
National Bank of China, Limited.	449,473	150,000
Total.	\$14,688,685	\$8,950,000

The total number of Universities in the British Isles will soon be fifteen. For centuries Scotland had its present four, as against our Oxford and Cambridge, but to these, if we slightly anticipate, are now added London, Birmingham, Durham, Yorkshire, Manchester, and Liverpool, a total of eight for England. To these must be added the University of Wales, and the two Irish Universities—namely, Trinity College, Dublin, and the Royal University of Ireland.

There seems to be a great probability that the steamer *Pembroke*, lately wrecked on the Saldies near Shanghai, will shortly be brought to Hongkong for repairs. Messrs. Gilman & Co., Lloyd's Agents, have for some days past been in telegraphic communication with the underwriters in London, with the result that they have instructed Mr. Newman Mansfield to proceed immediately to Shanghai to arrange for such temporary repairs to be done as will enable the vessel to proceed to Hongkong.

In the five years from 1890 to the present year, the British Government has expended £10,250 million sterling on military stores. The highest figure was in 1900-1, when £9 millions was voted; in the past year £2 millions was provided, and in the present the vote is £2 millions. In the same period the expenditure on the artillery was about £14 millions, including over two millions for the current year, and about £12 millions have been devoted to the provision of barracks, and £1 millions to fortifications.

The *New York Herald* (Paris edition) publishes a despatch from Buenos Ayres, dated the 3rd ult., as follows:—*El Nacional* publishes an article stating that it is said in high diplomatic circles that the Argentinian, Chilean, and Brazilian Foreign Offices are negotiating an alliance to combat European intervention.

A Shanghai native paper is informed by its Szechuan correspondent that the aborigines in Tantsai have emerged from their retreats and are murdering and plundering the people in that region. The Szechuan provincial authorities have despatched two battalions of troops to have them punished and to prevent them from escaping to other places.

A monster banquet was recently given by a wealthy landowner at Quimperle, France, to celebrate the simultaneous wedding of his four children, two sons and two daughters. No less than 1,600 guests sat down to the feast, which took place in the open air. The bill of fare included five cattle, each weighing about 400 lbs., and sixteen lambs, and enormous quantities of other meats and eatables. The guests emptied ten large barrels of wine and fifteen of cider, besides disposing of much else of a liquid character.

According to the latest official reports published at St. Petersburg, a recurrence of the cholera epidemic is apprehended in the near future in the Russian possessions in the Far East, where the authorities are at present taking precautionary measures. Medical students have been engaged in advance, and all the necessary medicines and disinfectants are being procured. A sanitary inspection is being made of the industrial establishments, hospital units are being erected, and instructions drawn up for the treatment of the workmen in the event of the epidemic breaking out.

A Scotman who was touring in Eastern Russia attended service in a Greek church, and had his attention riveted by a gigantic attendant in the procession, who flourished an *aspére* with great skill, uttering the while some words which seemed familiar in the tourist's ear. Listening intently he made out the sentence to run:—"It's just a pickle o' clean cauld watter. If it does ye nae guid, it does ye nae ha'airn." After the service he sought out the attendant, who took him into a side-chamber and disclosed himself as a *Duferline* man who had wandered in many lands and had temporarily taken service with the local Greek priest.

Admiral Sir John Arbuthnot Fisher, G.C.B., who has been selected to succeed Admiral Sir Charles Holman as Commander-in-Chief at Portsmouth, was appointed Second Sea Lord on February 19th, 1902. In his early years in the navy he saw service against the Russians and the Chinese, and subsequently, as captain of the *Invincible*, distinguished himself at the bombardment of Alexandria and in command of the "ironclad" train against Arabi's army. Sir John Fisher was made G.C.B., June 26th, 1902, and wears the medals for the Baltic, China, with Canton and Taku clasps, and Egypt, with Alexandria clasp; also the Khedive's bronze star and the Grand Cordon of the Osmanli.

Dr. Balmain Squire writes to the Times to point out in connection with a late controversy on the subject that the true pronunciation of golf is to sound the "l," seeing that the word is derived from the Dutch "kolf," a club which in turn, he might have added, is cognate with German "kolb" meaning the same—"f" and "b" being interchangeable according to Grimm's law. Hence Dr. Squire also concludes that the game of golf, like the word, is not of Scottish, but of Dutch, origin, though it is long since this was pointed out by Mr. Andrew Lang in a magazine article. There can be no doubt that the game now known as "Royal and Ancient" was played by the Dutch among their ancestors before it was played by the Scots on the links of St. Andrews.

The "Atlantic City Flyer"—the fastest train in the world—has just created a record in high-speed travel. This train runs between Camden and Atlantic City, and on the trip in question it covered a distance of fifty-nine miles in forty-four minutes, which works out at eighty and a half miles an hour. The booked speed of the flyer is sixty-six miles, which is more than that of any other train in the world, but the conditions are particularly favourable to high speed, as the line is straight and level, the engines of great power, and the train light. It is recognised in the United States as it is in England, that we have practically reached the limit of safe speed on a two-rail track, as existing curves do not permit of swifter running. American engineers are greatly interested in the high speed 110 mile-an-hour monorail which is going to be built between Manchester and Liverpool.

THE NEW ADMIRALTY DOCK.

We understand that the Admiralty has definitely decided to go on with the new dock on the island, in spite of all difficulties occasioned by the original imperfect ideas formed of the nature of the Harbour bottom at the selected spot. The task will be much more expensive than was at first allowed for, but the Admiralty has decided nevertheless to have it carried to completion.

GYMKHANA AT HAPPY VALLEY.

On Saturday, 1st August, if the weather permits, a gykmhana will be held at Happy Valley, commencing at 4 p.m. The events will comprise a China pony race; a pole ball and bucket race; tent-peggings by teams of three; water race; bow and arrow race; China pony steeplechase; and a paper obstacle and straw screen race.

TELEGRAMS.**REUTER'S SERVICE.****TURKEY AND BULGARIA.**

LONDON, 2nd July.

The Bulgarian Government, in a circular note to the Powers, alleges that Turkey is thwarting the efforts of Bulgaria to pacify the Macedonians and is evidently seeking to provoke a catastrophe; the Government asks the Powers to take vigorous steps at Constantinople to prevent the concentration of Turkish troops on the Bulgarian frontier and to insist on the carrying out of reforms.

MR. CHAMBERLAIN'S FISCAL POLICY.

LONDON, 2nd July.

At a meeting of 54 Unionists of the House of Commons who are opposed to protection, a resolution was passed favouring an enquiry, but declaring that if it should result in any departure from free trade it would be disastrous to the country.

It is estimated that about 150 Unionist Members of Parliament have already declared for, and 74 against Mr. Chamberlain's proposals; nearly half the party have given no public expression of their views.

MERCHANT CRUISERS.

LONDON, 2nd July.

Mr. Arnold Forster announced in the House of Commons that the Admiralty was not prepared to renew the existing subsidies to merchant cruisers available in time of war.

THE UNIONIST FREE TRADERS.

LONDON, 2nd July.

Sir Michael Hicks-Benham has accepted the Chairmanship of the Committee of Unionist Free Traders.

THE GORDON-BENNETT CUP.

LONDON, 2nd July.

Herr Jenatzy, a German, has won the Gordon-Bennett motor car race, beating M. Deknay, a Frenchman, by ten minutes

CHINESE LABOUR FOR SOUTH AFRICA.

The following letter, signed "Singapore," is printed in the London *Times*:

From all that has been written and spoken on the subject of the importation of Chinese labour into South Africa, one might imagine that the various mine-owners and labour associations have but to beckon to China and she will pour into their compounds a stream of docile, willing labourers, prepared to work at highest pressure under strict control for a moderate remuneration, and at the end of their contract time to return to China, equally under surveillance, with the hard-earned cash presumably on or about their persons. That this is a prospect likely to prove alluring to Chinese may at least be doubted. The most cursory glance at the history of emigration from China will show that what the Chinese emigrant most keenly desires is freedom to live his own life, earn his money by his own methods, and cultivate his own vices, all to a higher perfection than can be attained in China. It may be predicted that no Chinese will leave China unless with the hope of living a happier life out of his own country than he can hope to attain in it. The inducements to leave China are usually that the emigrant has friends, or more probably relatives or tribe connections in some particular part of the world outside China. From them he learns that they are happy, and probably that they are growing rich. He learns, moreover, that when they have accumulated wealth, the mandarins of the country permit them to keep it. He hears that the food is good, and that pork is a staple article of diet. Rice, perhaps, is dear, but the cheapness of other Chinese luxuries may counterbalance the excessive cost of rice. The climate may be better or worse than that of the emigrant's province in China, but the fatalism of the race puts it in a position indifferent to climate. All these considerations are weighed by the emigrant, and he regards emigration as he regards any other gamble before entering upon it—he weighs that is, probable chances of success against risks of failure, puts down the stability of the foreign Government as a set-off to a bad or indifferent climate, balances the actual existence of wife and children in China against the possibility of a temporary union in the land of the foreigner, and contrasts the opportunities open to energy and initiative in a new country with the paralysing checks upon enterprise in his own land of ancestor-worship, tradition, and custom. But above all things he desires a free hand. He will not object to a contract to labour for a particular employer, especially in countries where his own race is numerous already, and breach of contract is difficult to visit upon the defaulter; but his contract is merely a means to an end, which is, in the enormous majority of cases, to accumulate wealth and enjoy prosperity in a country where these cannot be snatched from him at a moment's notice, and, as a pious hope dimly foreseen, to return to China to end his days in peace, supported by the proceeds of investments which he has been careful not to make in China. It cannot be doubted that the imagination of the stolid celestial is more moved than white men would believe by the strange stories which filter back to China of countries where a man can enter as a coolie, equipped with a bamboo pillow and a sleeping-mat of grass, and yet in a few years revel in all the glories of horses, carriages, diamond rings, silks, and other commodities dear to the hearts of European and Chinese alike.

If this be a true presentment of emigration from the Chinese point of view, if these be the aims of the Chinese emigrant, he is likely to attain them in the gold-mines of South Africa. From the scheme put forward, on gathering that the coolies will be collected in China, put on board a coolie-ship, and discharged therefrom into a railway train, which will in turn deliver him in good order and condition inside the compound of the mine-owner. There he will remain. He will be well fed, well physicked, well paid, and well worked, and at the exact time when his contract expires he will be shipped back to China, better for his sojourn in South Africa in the single respect that he arrived penniless and will depart in possession of a not very large sum of money. He is not to be allowed to set up as a trader or a market-gardener, still less to make a fortune as a speculative buyer of land or employer of labour. Colonial sentiment will prevent his sojourn being made agreeable by an adequate provision of gambling saloons, opium dens, and houses of ill-fame, such as may be found in regions to which the Chinaman emigrates without restriction.

The opening provided by the gold-mining industry of South Africa is, indeed, one which might appeal to any class of native which desired moderate though at the same time certain and speedy profit; but the complete elimination of chance from its operation will not appeal to the gambling spirit in the average Chinese emigrant.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 7 a.m. on the 4th inst., and left again at 5 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. to-morrow.

The Imperial German mail steamer *Preussen* left Shanghai on the 3rd inst., p.m., for Victoria and Vancouver.

The Imperial German mail steamer *Prinz Heinrich* left Singapore on the 3rd inst., at 2 p.m., and may be expected here on the 8th inst., at 6 a.m.

COTROS.—Hongkong sold at \$14: the remainder is unchanged at quotations.

MISCELLANEOUS.—Green Islands have buyers at \$24: China Borneos are offered at \$14: Watsons at \$14: without finding buyers; Ropes have improved to \$145 with small buyers; but larger lots are procurable at this figure.

Steam Water-boats could be placed at \$14: Dairy Farms sold at \$12: United Asbestos at \$14: Watsons have declined to \$7: sellers; and Powells have buyers at \$9:—

DISINFECTION AS A PLAGUE PREVENTIVE.

The epidemic of plague in the United Provinces having practically died out, the Local Government have issued orders recording the lessons gained from the experience of the last few months. It is interesting to note that Captain T. W. Fullerton, I.M.S., has a higher opinion of disinfection than Dr. Turner. Allahabad has of course never been in the grip of the scourge to the same extent as Bombay, and allowances must be made for local conditions. But a special investigation made showed that only seven and a half per cent. of the 16,729 disinfected in 1902-3 had cases or deaths during the last epidemic. Captain Fullerton hesitates to say how long the preventive action of disinfection lasts, but gives it as his opinion that disinfection is a preventive. The experience in Allahabad was repeated in Hardwar, and in both towns, says the Lieutenant-Governor, "the residents have been converted to a belief in the efficiency of thorough disinfection." The work was undoubtedly carefully done, and the system of leaving the roofs open for a period of ten days was adopted. In the 4,224 houses in which plague had occurred, disinfected in Allahabad in 1902-3, a resuscitation took place within ten days in only 35 houses, and after ten days in only 30. A very large proportion of the houses were re-occupied immediately after disinfection—a fact which makes the result all the more instructive. Of course it was found that wholesale evacuation was the most effective method, but this was not practicable in the towns. In the villages systematic chemical disinfection has been abandoned as it was so resolutely resisted by the people, who generally regarded it as a means of spreading plague. Nor was the attempt made to convert the people to a belief in protective measures by means of the appointment of special officers to ride out into the rural areas, a success. The peripatetic staff did not do much work and were regarded by the villagers as agents to disseminate the disease, whilst their appointment was considered by many local officials as relieving them of all responsibility for plague work. Only in special cases will plague nub *tahsildars* be appointed in future. The policy of the United Provinces, in fact, will run along general sanitary lines, for inoculation is refused even where the people have confidence in the plague staff. The Lieutenant-Governor has allotted Rs. 60,000 for improving village water-supplies and is prepared to devote two lakhs of rupees towards aiding poor Municipalities to carry out urgent sanitary reforms, and a special appeal is made to Municipal Boards to "spare no efforts to fight the plague before it is again in their midst."

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list dated Hongkong, 4th July:—Although the June settlement passed off smoothly, the long-looked-for improvement in our market has not yet taken place; on the contrary, share business is almost paralysed and sellers rule the market for most stocks. The rates on Shantai are Tls. 71 for a T/T and Tls. 71½ for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai are steady at \$685 and Nationals could be placed at \$28.

MARINE INSURANCE SHARES.—Unions are in the market at \$500 and China Traders have small buyers at \$61. Caution is on offer at \$165.

FIRE INSURANCE SHARES.—Hongkong can be got at \$30 and China are steady at \$95.

SHIPPING STOCKS.—Caution and Macaus are in demand at \$38. Indo-Chinas have ruled very weak and are procurable at \$104, whilst buyers will only come forward at a considerable reduction. Douglasses are wanted at \$44. Shell Transports have further declined to \$1. 2s. 6d. at which rate sales took place and there are now buyers at this rate; the remainder under this heading is unchanged at quotations.

REFINERIES.—China Sugars have declined to \$104 sellers; and Luxons are wanted at \$10.

MINING SHARES.—Punjungs, ordinary shares, are on offer at \$22 and preference stock is wanted at 30 cents. At a meeting of the Société Française de Chauxbouages de Tonkin held in Paris on 29th May, the report and accounts for 1902 were passed. The total production of coal during the year amounted to 316,618 tons (against 243,622 tons in 1901) whilst sales amounted to 262,232 tons (against 255,479 in 1901). The production of briquettes increased to 77,721 tons from 60,824 tons in 1901, whilst the sales decreased to 57,181 tons from 64,008 tons in 1901, but it is expected that this decrease is only of a temporary character. The profit and loss account shows (including a balance of Frs. 85,375.75 carried forward from last year) a credit balance of Frs. 1,045,706.67 (against Frs. 1,578,839.43 inclusive of Frs. 81.5.25 in 1901) from which a dividend of Frs. 69 per share has been paid (as last year) absorbing Frs. 960,000, leaving a balance of Frs. 35,706.47 to be carried to next account. Of this dividend Frs. 36 were paid already in March of this year. During the year Frs. 500,000 of the debentures have been paid off, leaving Frs. 4,450,000 outstanding. It appears from the report that prospecting work carried out at "Mandons C. and 165" has disclosed the existence of a large body of bituminous coal which to a great extent can be worked by open cuttings.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks hardened towards the settlement, and after sales at \$214 and \$215, buyers will probably pay \$216. Shanghai Farnhams have declared a final dividend of Tls. 8, making Tls. 15 for the year ending 30th April, 1903. As far as roughly known here, the net earnings amount to Tls. 974.0. out of which Tls. 160,000 have been carried to reserve fund and Tls. 46,000 to new account. The stock is weak in Shanghai with sellers at Tls. 17.5.

LANDS, HOTELS AND BUILDINGS.—Fored Land Investments sold and are on offer at \$1023.

Hongkong Hotels are weaker with sellers at \$154. Humphreys Estates are offered at \$12.15.

COTROS.—Hongkong sold at \$14: the remainder is unchanged at quotations.

MISCELLANEOUS.—Green Islands have buyers at \$24: China Borneos are offered at \$14: Watsons at \$14: without finding buyers;

Ropes have improved to \$145 with small buyers;

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and Powells have buyers at \$9:—

INTERNATIONAL EXCHANGE.

The United States Commission on International Exchange arrived in London last month from New York, and, after having several Conferences with the Prime Minister, the Chancellor of the Exchequer, and other members of the Government, is to visit the other capitals of Europe. Mr. Jules Gathridge, the Secretary to the Commission, in an interview with a Press representative, explained the objects of the Mission to London, and also the purpose of the tour through Europe. "Mexico," he said, "took the first step in instituting the Commission by requesting State Secretary Hay to use his influence to secure the consent of the United States to co-operate with Mexico and China in an endeavour to put these countries on a better financial basis, which would result in having a steady effect upon the prices of silver and upon the rates of exchange, and would also stabilize their currency. President Roosevelt fully approved of the suggestion, and he sent a message to Congress, with the result that Congress, last Session, voted an Appropriation Bill to form a Commission to obtain the co-operation of the European Powers. The Commission consists of Mr. Hugh H. Hanna, of Indianapolis; Mr. Charles A. Conant, New York; and Professor J. W. Jenks, of Cornell University. The desire of the Commission in coming first to London is to consult with the leading members of the Government here, and especially with those responsible for Colonial administration, in regard to so arranging the coinage system of the British Colonies as to ensure a greater stability in exchange between the silver-using Colonies of Great Britain (which include the British East Indies) and the countries which are on a gold basis, and with which these Colonies do business. These Colonies have a large trade with Great Britain and the United States, which are on a gold basis. Silver is at present most resolutely resisted by the people, who generally regard it as a means of spreading plague. Nor was the attempt made to convert the people to a belief in protective measures by means of the appointment of special officers to ride out into the rural areas, a success. The peripatetic staff did not do much work and were regarded by the villagers as agents to disseminate the disease, whilst their appointment was considered by many local officials as relieving them of all responsibility for plague work. Only in special cases will plague nub *tahsildars* be appointed in future. The policy of the United Provinces, in fact, will run along general sanitary lines, for inoculation is refused even where the people have confidence in the plague staff. The Lieutenant-Governor has allotted Rs. 60,000 for improving village water-supplies and is prepared to devote two lakhs of rupees towards aiding poor Municipalities to carry out urgent sanitary reforms, and a special appeal is made to Municipal Boards to "spare no efforts to fight the plague before it is again in their midst."

SHARE REPORT.

There is another point in Mr. Matheson's paper which deserves attention. Many writers in this country have been dwelling persistently upon the incorrect allegation that naval defence necessitates the same taxpayer £6 per head and the Australian taxpayer only 4d. per head. This is not literally true, because Australia fortifies her ports and maintains a small force of officers and men. Her outlay on defence does not begin and end with the small contribution paid to the Admiralty. Whether she should do more is another question, but we agree with Mr. Matheson that it will be a deplorable thing if the Australians, or other colonists, are brought to believe that our sole reason for desiring the federation of the British Empire is that the home taxpayer may be relieved of some part of his naval burdens. It is necessary to remember that the white population of Australia about equals that of London, and that no substantial share of the naval burden can yet

be borne in the form of a direct money payment to the Admiralty. Mr. Matheson is incorrect, however, in considering that naval writers all aim at extracting such a contribution. These critics care little or nothing about the financial aspect of the matter, but echo the Admiralty demand that money shall not be wasted upon tattered Navies. Lieut. Horner has evidently done more harm than good by insisting that the colonies should be brought to their senses by the withdrawal of the Imperial cruisers until such time as they begin to recognise their naval obligations.

There are moments when every taxpayer of the United Kingdom feels disposed to speak or write in that way, but the impulse should be stifled. If a large section of the Australian people is bent upon retaining local control over any squadron maintained in their own waters, it is not this mainly due to the acceptance of this very principle by the Admiralty over a long term of years? It appears certain that the Australians would not have paid a penny towards the Navy if the Admiralty had resisted this condition. But the condition was accepted, and we cannot cancel it, unless with the full consent of the Federated Governments. Sir E. Barton, it is true, has been converted, and would cut the tether, but the Australians, it is believed, will not accept the doctrine. Sir Gilbert Parker thinks that Australia could maintain fairly strong Navy for £2,700,000 a year, and a small one for one million. The finances would not bear even the smaller outlay, and Sir Gilbert therefore advises the Australians to be thankful to get their defence for £200,000. Mr. Matheson argues, and in a very confused way, that an annual outlay of £367,000 would provide his country with a stronger local Navy than is now provided by the Admiralty. Obviously this is absurd. No sort of Navy worthy the name can be maintained for the sum in question, and Mr. Matheson admits that Federated Australia could not afford to spend even one million.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

The medical officer of health and public analyst for the city of London, England, reports the

ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

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QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

Dealers in MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1903.

1186

AUSTRALIA AND NAVAL DEFENCE.

Senator Alec P. Metheson returns to the charge in the June number of the *United Service Magazine*. His paper is mainly a retort to the arguments of Lieut. L. Horner, R.N., against colonial Navies in general, and an Australian one in particular. It is true, as Mr. Metheson contends, that Lieut. Horner, like most naval writers, has studied this problem from too narrow a standpoint—a stand-point sound for it is good. Senator Metheson has made strenuous efforts to grapple with the opponents of local Navies by writing numerous letters and articles. There is a good deal of force in his complaint that he has been unable to persuade any of his naval critics to descend from the cloudy regions of the theoretical principles into the more solid arena of practical fact. As an example, he relates how Admiral Sir E. R. Fremantle objected to a passage in the paper which Mr. Metheson read at the Royal Colonial Institution last March. The Admiral had stated that the British Navy needed 160 more cruisers to adequately defend commerce. From this admission Mr. Metheson argued in his paper that Australian local trade would not, and, in fact, could not, be properly safeguarded if the British Navy were engaged in a serious struggle. Hero, of course, we have the main argument for an Australian Navy. There has long been a growing fear in Australia that so distant a quarter of the Empire might suffer if the Navy were hard pressed. That apprehension is naturally increased when a distinguished Admiral states that we have not nearly enough cruisers for the protection of commerce. But Sir Edmund Fremantle, says Mr. Metheson, "strongly resented my quotation of his views." Why the Admiral should have resented this application of his views to the Australian issue one fails to comprehend. The Admiral rose to say that his desire for more cruisers was to ensure "the free ingress and egress of exports and imports." He did not say that these cruisers were required for the defence of our shores, or even for the defence of Australian shores." Nor did the Admiral say that any colony would be left unguarded; but there is a reasonable presumption that a colony might be neglected if the people of these islands needed oil, or nearly oil, as the cruisers to protect the routes converging upon the United Kingdom. Mr. Metheson and his friends cannot conquer the apprehension that one or two powerful cruisers of the enemy may evade the British Navy and prey upon Australian shipping. The doctrine that "the sea is one" does not comfort them. In short they want a local Navy, or, failing this, some definite assurance that a local Navy will never be needed. If there be any such guarantee, why do not the Admiralty state it so clearly that the colonists may understand it?

There is another point in Mr. Matheson's paper which deserves attention. Many writers in this country have been dwelling persistently upon the incorrect allegation that naval defence necessitates the same taxpayer £6 per head and the Australian taxpayer only 4d. per head. This is not literally true, because Australia fortifies her ports and maintains a small force of officers and men. Her outlay on defence does not begin and end with the small contribution paid to the Admiralty. Whether she should do more is another question, but we agree with Mr. Matheson that it will be a deplorable thing if the Australians, or other colonists, are brought to believe that our sole reason for desiring the federation of the British Empire is that the home taxpayer may be relieved of some part of his naval burdens. It is necessary to remember that the white population of Australia about equals that of London, and that no substantial share of the naval burden can yet

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ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

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NEW ADVERTISEMENTS

WANTED LESSONS.

A GENTLEMAN on the PEAK wishes to take FENCING Lessons.
Apply to—

P. L.
Care of Daily Press Office.
Hongkong, 6th July, 1903. [135]

WANTED.

HOUSE or THREE ROOMS, Furnished or Unfurnished.
Apply—

OMRAH,
Care of Daily Press Office.
Hongkong, 6th July, 1903. [136]

DOCTOR, with highest London Degree,
would give his services free as S. C. F.'S
DOCTOR for passage home, from Hongkong,
via America, to Southampton.

Reply—

DOCTOR,
Care of Daily Press Office.
Hongkong, 6th July, 1903. [137]

NOTICE.

ON the 8th, 9th and 10th JULY, on which the CHINESE GRAND PROCESSION takes place at Macao, the S.S. WING CHAI will leave there for Hongkong at 7 P.M.
SAM WANG & CO. LTD.
Hongkong, 6th July, 1903. [138]

GOVERNMENT NOTIFICATION.

WITH reference to Government Notification No. 304 of the 15th ultimo, it is hereby notified that the last date upon which Tenders for the HONGKONG OPIUM FARM will be received has been altered from the 31st JULY, to the 31st AUGUST next. Full information as to conditions of tendering etc. can be obtained from the Colonial Treasurer.

By Command,

F. H. MAY.
Colonial Secretary.
Colonial Secretary's Office.
Hongkong, 2nd July, 1903. [139]

TO LET.

2 SPACIOUS ROOMS at No. 15, BELLIOS TERRACE, with Bath-room and Kitchen. Rent very moderate. Immediate Possession.
Apply to—

S. T. J.
Care of Daily Press Office.
Hongkong, 6th July, 1903. [140]

TO LET.

GROUND and 2ND FLOORS of No. 3, OLD BAILEY.
No. 10, SEYMOUR TERRACE.

No. 12, MOSQUE JUNCTION.
No. 43, CAINE ROAD. Nine-Roomed Corner House, \$160 exclusive of Taxes.
Nos. 1 and 3, CORONATION TERRACE. Six-Roomed Corner Houses, \$100 each including Taxes.

FOUR-ROOMED HOUSE on Upper Levels, fully furnished, for Six Months and others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 6th July 1903. [136]

NOTICE.

PROGRAMME of a GYMKHANA, to be held at the HAPPY VALLEY and RACE-COURSE on SAU YU WU, the 1st AUGUST, commencing at 4 P.M. (weather permitting). No post entries will be accepted in any event. Entrance Fee for events \$2 each for 1, 4 and 6; and \$5 for all events.

1. CHINA PONY RACE, weight for inches as per scale, 7 lbs. allowance for Jockeys who have not won more than two flat races in China. Distance 1 mile.

2. POLE, BALL AND BUCKET RACE. Competitors to start mounted, gallop past a pole, take off with one hand the ball placed on the top, throw the ball into the bucket placed further up the course and so on for two more poles and buckets. Points for price.

3. TANZ-PEGGING BY TEAMS OF THREE. Entries to be by Teams.

Points: 3 for a carry.
2 for a carry under 10 yds.
1 ft. is a touch.

3 for style and pace.
Each team allowed three runs.

4. WALKER RACE - Handicap. Distance 1 mile.

5. BOW AND ARROW RACE. A target will be placed on the mud course, the rider must gallop up the grass course, fix the arrow and string of the bow while galloping and shoot at the target while at a gallop. Points for pace.

6. CHINA PONY STEEPEECHASE. Catch weight. Over 10 stone 12 lbs. Previous winners 10 lbs. extra "Ben Wyvyn" barred.

7. PAPER OBSTACLE AND STRAW SCREEN RACE. Two hurdles, one water jump and straw screen. Distance about 300 yards.
Hongkong, 6th July, 1903. [138]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports TO-MORROW, the 7th instant.

For Freight or Passage, apply to
DOUGLAS LAIRAK & CO.,
General Managers.
Hongkong, 4th July, 1903. [132]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHE LLOYD.

HAMBURG-AMERIKA LINIE
FOR SHANGHAI, NAGASAKI, HIJOGO,
AND YOKOHAMA.

THE Imperial German Mail Steamship
"PRINZ HEINRICH,"
the NORDDEUTSCHE LLOYD,
Captain E. Heintze, due here with the outward German Mail about WEDNESDAY,
the 8th inst., A.M., will leave for the above places about 12^{1/2} hours after arrival.

NORDDEUTSCHE LLOYD.
For further Particulars apply to
MELCHERS & CO.,
Agents.
Hongkong, 6th July, 1903. [15]

THE "ZAFIRO" CASE.

A REPRINT of "THE ZAFIRO" MYSTERY Case in pamphlet form is now on sale. Copies may be obtained for 2s, £1 each, at the Office of the "Daily Press." Hongkong, 29th May, 1903. [156]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公有限公司

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR, Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華
IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier. Hongkong, 1st May, 1903. [1321]

EUROPEAN AND JAPANESE WRESTLING.

FIRST-CLASS WRESTLING bouts in European and Japanese styles take place at PLAYA CENTRAL (opposite Central Market), at 9 P.M. daily, and until further notice. Challengers accepted.

PRICES.—1st Class, \$2; 2nd, \$1; 3rd, 50 cents.

NARUMI.

Hongkong, 23rd June, 1903. [1790]

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

AN INSTALMENT of 20 PER CENT. of the Certificate amount is hereby declared payable on Coupon "C" of Certificates issued in payment of British Private Claims under the provisions of the Notification of the 12th June, 1902.

Coupons are payable at the Office of the HONGKONG & SHANGHAI BANKING CORPORATION, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

H. M. BEVIS,
British Delegate.
Shanghai, 1st July, 1903. [1916]

FRUIT AND VEGETABLES.

FINE, DELICIOUS AND JUICY CALIFORNIAN MUSK MELONS

AND AMERICAN WATER MELONS.

HIGH-CLASS VEGETABLES IN SEASON;

FRESH DAILY.

Can be obtained from No. 42, Central Market.

CHING SHAU CHAN.

Hongkong, 1st July, 1903. [1860]

HOUSE WANTED.

FROM 1st November, or sooner, a FIVE- or SIX-ROOMED HOUSE at the PEAK.

Reply to—

E. H.
Care of Daily Press Office.
Hongkong, 4th July, 1903. [1925]

WANTED AT ONCE.

A NEUROPEAN LADY'S MAID, willing to travel. First-class. References required.

Apply in writing in the first instance to—

A. Z.
Care of Daily Press Office.
Hongkong, 4th July, 1903. [1926]

H. M. NAVAL YARD.

WANTED a hired WRITER in Naval Store Office. Salary, \$60 per month, with temporary increase of 25 per cent, rising to \$120.00.

J. W. L. OLIVER,
Naval Store Officer.
Hongkong, 4th July, 1903. [1928]

WANTED.

A RELIABLE GODOWN KEEPER. Must read and write English. Security and letters of recommendation required.

Apply to—

Q.
Care of Daily Press Office.
Hongkong, 1st July, 1903. [1895]

SITUATION WANTED.

ENGLISH GENTLEMAN at present in Government Service seeks position of confidence as Secretary or Advisor to Minister or high Official. Has travelled much. Speaks several European languages. Highest possible references.

Apply in first instance to—

UBIQUE.

Care of W. Watson & Co., Bankers, Bombay.
Hongkong, 1st July, 1903. [1864]

FOR SALE.

A DISCARDED STEEL WIRE CABLE.

For Particulars, apply to—

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong High Level Tramways Co., Ltd.
Hongkong, 17th June, 1903. [1736]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

ACTION NO. 82 of 1903.

BETWEEN CUREEM & CO., PLAINTIFFS,
AND CHAN CHOK HING, DEFENDANT.

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment returnable on the 9th JULY, 1903, against all the Property moveable or immovable of the above named Defendant within the Colony, has been issued in this action pursuant to the provisions of Section 453 of "The Hongkong Code of Civil Procedure."

Dated the 26th June, 1903.

DEACON & HASTINGS,
Solicitors for the Plaintiffs,
10, Queen's Road Central,
Hongkong. [1857]RUINART PERE & FILS, REIMS
Established 1719;
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal)
LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [1848]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY YEARLY MEETING of the SHARE-HOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th JULY, at 12.30 P.M. for the purpose of presenting the Report of the Directors, together with a Statement of Accounts for 30th April, 1903, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 11th prox., both days inclusive.

By order of the Board of Directors,
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd June, 1903. [1782]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Vaux Road Central, Victoria, Hongkong, on MONDAY, the 13th day of JULY, at 11 P.M. in the FORENOON, when the abridged Resolution which was passed at the meeting held on 27th June, 1903, will be submitted for confirmation as Special Resolutions:

1. That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share.

2. That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$200,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof.

3. That in consideration of the guarantee and undertaking now given by Messrs. Shaw, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shaw, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinabove referred to and to be held by the Trustee thereof to and to be appointed as beneficiary mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per cent. per annum in each and every one of the said three years the said Shaw, Tomes & Co. as such General Managers as aforesaid and by them hereby authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereby by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Shaw, Tomes & Co. may by writing under their hand appoint, at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 2½ per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say No portion of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of actual issue of the said Debentures referred to upon the expiration of three years there shall be repaid in respect of each Debenture to each and every holder thereof.

(a) One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years;

(b) One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;

(c) One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years;

(d) One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years.

The SHEWAN, TOMES & CO., General Managers.

Hongkong, 27th June, 1903. [1856]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, 38, 40, Queen's Road Central, on TUESDAY, 14TH JULY, 1903, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th April, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st July, inclusive.

STYLISH DRESSMAKING.

COSTUMES MADE UP IN ALL THE LATEST FASHIONS OF PARIS,
LONDON, AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR LADIES AND CHILDREN.

WM. POWELL, LTD.
HIGH CLASS DRAPERS,
34, QUEEN'S ROAD, HONGKONG.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

SURVEYOR TO THE BRITISH FIELD FORCE
CAANTEENS IN SOUTH AFRICA.



BRANCHES:
BOMBAY.....20, ESPLANADE ROAD.
CALCUTTA.....4, DALHOUSIE SQUARE.
RANGOON.....72, MERCHANT STREET.
LONDON.....19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO., HONGKONG.

LANE, CRAWFORD & CO.
FOLDING CANVAS CAMP BEDSTEADS

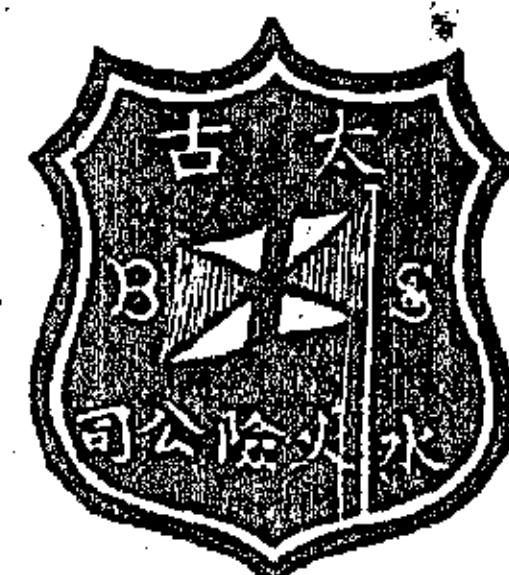
THE MOST
PORTABLE
CAMP BED-
STEAD EVER
MADE.



\$10 each.

THIN TROPICAL BLANKETS, \$3.50 EACH.
A NECESSITY AND A LUXURY FOR THE SUMMER.

BUTTERFIELD & SWIRE



Agents

LONDON AND LANCASHIRE
ROYAL EXCHANGE
PALATINE
ORIENT

Hongkong, 30th June, 1903.

[1319-2]

LAMBERT & BUTLER'S
FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST
TOBACCO GROWN.

A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND

TO BE OBTAINED FROM—

MESSRS. KRUSE & CO.
IN 4-LB. AIR-TIGHT TINS.

[143]

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS— JARDINE, MATHESON & CO.

325

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong 3rd October, 1900.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
I have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods.

W.M. PARLANE, Manager.

Hongkong, 18th November 1901. [65]

THE TRANS-SIBERIAN
RAILWAY.HONGKONG RESIDENT'S
EXPERIENCE.

(Continued.)

Arrived at Sungar (Karbine), an important station, at noon. This place consists of old and new Karbine and a suburb. Left at 1.30 p.m. The train consists of one first-class, two second-class, and one third-class carriages, a luggage-van and a restaurant-car. The number dining in the restaurant varies every day from one or two ladies and half-a-dozen men to a larger number. Several have their food taken to them in their compartments. Many are not travelling this time. The through train to Moscow is not largely known as yet; consequently there is no packing of passengers. First-class passengers had two berths each. One lady passenger travelling 2nd class, had one compartment of four berths to herself. Thermometer at 5 p.m. stood at 76. The train which brought us from Dalny will take us to Missovia. The reason for buying tickets at Manchuria is that at this place the network of the Russo-Chinese railroads terminates, and the pure and simple Russian lines commence. The tariff is, therefore, different, and the proceeds go entirely into the Russian Exchequer. Wednesday, 22nd April, at 6 a.m., the thermometer stood at 64. The country is undulating—small hills on our right. The rails are very badly laid here. The two front wheels of the luggage-van, the first carriage after the engine, left the rails at about 8 a.m. It took about one hour for the engineers of the train, with Chinese assistance obtained in the neighbourhood, to set them on again. We are now running at the rate of about ten miles an hour. We started after this mishap at 10 a.m. There are 75 stations between Dalny and Manchuria, 39 stations between Manchuria and Missovia, three stations between Missovia and Irkutsk (crossing Lake Baikal), and 517 stations between Irkutsk and Moscow. In all, 654 stations. The train stops at every station, although it is called an express train. The hills here are rocky, similar to the hills in the neighbourhood of Hongkong. Thursday, 23rd April.—Thermometer at 6 a.m. stood at 61 in my compartment, but, being a windy day, the temperature is keenly felt.

At 9 a.m. stopped at Manchuria, the terminus of the Russo-Chinese railroads. Bought tickets to Moscow: 1st class, roubles 161.70; 2nd class, roubles 108. The officers of the Russian Customs came on board, examined our baggage, and, being satisfied, attached tickets to them. Here it is called "plumbing" them. This is the means of freeing them from all further inspection. We started at 10.30 a.m. The country is flat; no trees and no hills; with some small patches of snow here and there, but a bright sunshiny. There is a difference of 20 degrees in the temperature between the inside of the car and the open air. At about 4 p.m. to-day a camp of Mongols was seen with their horses and riders. Several men and women came to the station where we stopped. Friday, 24th April.—Small patches of snow are seen in the valleys. The train is not stopping at every station. It is said that after winter is over the plains and hills abound with vegetation, long blades of grass grow here which serves for food for the large herds of cattle, etc., of the nomadic Mongols. In constraining the railroads, hills have been avoided, with the object, as it was observed, of saving the expense of tunnelling, etc. The valleys as a rule form the ground for the railroads. In this part of the country a large number of fir-trees are growing. These are cut down evidently for building houses and stations. Houses are only one story high, with no basement of any kind. Scenery throughout the journey is varied, not monotonous.

Saturday, 25th April.—At 6 a.m. the banks of Lake Baikal became visible. The lake is frozen and looks grand with the hills on the other side. The waits at the stations are unnecessarily long, and time seems to be wasted. A well managed train could have done the trip in half the time, notwithstanding the slow rate of speed we have been making. Arrived at Missovia at a quarter to eleven a.m. This is a small village on Lake Baikal. The train is shunted to the road leading to the steamer alongside the pier. The steamer is an ice-breaker, and has already made a track in the ice across the lake for herself. In winter, when the ice is very thick, sledges are used to cross the lake. The train stopped close to the steamer, and bag and baggage were transferred. This is a passenger steamer; but there is another one alongside. This, a large craft, not quite ready, is to convey across trucks loaded with goods. An important personage connected with the railroad management being ill, and not

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SHIPPING.

ARRIVALS.

July 4, APENHADE, German str., 611, A.P.
Udorow, Hohow 3rd July, General.
JENSEN & CO.
July 4, ANRIKA MARU, Japanese str., 2,987, Y.
Hori, Moji 28th June, Coal.—M.TAVI
BUNSEN KAISHA.
July 4, BABELSKERD, German str., 1,370, A.
Reckmann, Samavang 26th June, Sugar.
—EAST ASIATIC TRADING CO.
July 4, DOTT, Norwegian str., 630, Gjenn,
Bangkok 26th June, Rice.—CHINESE.
July 4, ESAN, British str., from Canton.
July 4, FEICHING, British str., from Canton.
July 4, ISCHIA, Itan Ian str., 2,784, D.
Mugazinzi, from Bombay 17th June and
Singapore 28th, General.—CARLOWITZ &
Co.
July 4, KAHIN, Swedish str., 697, G. Pettersson,
from Chiefo 23rd June, General.—SANDE,
WIELER & Co.
July 4, LOKSANG, British str., from Canton.
July 4, MONGKUT, German str., 893, Gotsche,
Bangkok 28th June, Rice and Teakwood.
—BUTTERFIELD & SWINE.

July 4, NANCHANG, British str., from Canton.
July 4, PITCHABURI, German str., 1,472, Hu-
mann, Bangkok 26th June and Swatow 3rd
July, Rice.—BUTTERFIELD & SWINE.
July 5, AMARA, British str., 1,565, C.J. Met-
tcock, Sourabaya 26th June, Sugar.—JA-
DINE, MATHESON & CO.
July 5, DAIGO MARU, Japanese str., 807, T. W.
Groves, Amoy and Swatow 4th July, Gen-
eral.—OSAKA SHOSEN KAISHA.
July 5, HOHOA, French str., 509, M. Merle,
Pekhoi and Hojho 4th July, General.
—A.R. MARTY.
July 5, HUE, French steamer, 705, Godinou,
Haiphong and Kwangchuan 4th July,
General.—A.R. MARTY.
July 5, LYSEMOON, German str., 1,238, Th.
Lohmann, Shanghai 2nd July, General.
July 5, MARIE JENSEN, German str., 1,771, H.
Boulton, Samavang 25th June, Sugar.
—JENSEN & CO.
July 5, PIRATA, British str., 1,297, J. McGinty,
Meji 25th June, Coal.—SHEWAN, TOME'S
& CO.
July 5, THALES, British str., 820, A. J. Robson,
Foshow via Amoy 2nd July, General.
DOUGLAS LAFRANCE & CO.

CLEARANCES.

THE HARBOUR MASTER'S OFFICE.
4th July.
Arake Maru, Japanese str., for Kutchinotza.
Borne, German str., for Kudat.
Chingin, British str., for Swatow.
Eason, British str., for Swatow.
Hailong, British str., for Swatow.
Karin, Swedish str., for Canton.
Lochang, British str., for Fochow.
Madura Maru, Japanese str., for Swatow.
Quaria, German str., for Chiefo.
Takeng, British str., for Ningpo.
Waihwa, British str., for Amoy.

DEPARTURES.

4th July.
BANKOK MARU, Japanese str., for Kobe.
CHINOT, British str., for Australia.
MASSILA, British str., for Europe.
QUARTA, German str., for Chiefo.
Kunt, British str., for Maula.
T'KEANG, British str., for Ningpo.
WONOKO, German str., for Swatow.
5th July.
AMAKE MARU, Japanese str., for Kutchinotza.
BORNE, German str., for Sandakan.
ESAO, British str., for Shanghai.
GOLIATH, British battleship, for home.
HALLOON, British str., for Swatow.
KARIN, Swedish str., for Canton.
LOKANG, British str., for Fochow.
MAIDURU MARU, Japanese str., for Aping.
WAHWA, British str., for Amoy.

VESSELS IN DOCK.

3rd July.
ABERDEEN DOCKS.—
KOWLOON DOCKS.—San Joaquin, Chuentia,
Taiping, Shantung, Carl Diederichsen, Leipzig,
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer *Amaro*, from Samavang,
26th June, had light S.W. monsoon and fine,
clear weather throughout.

The British steamer *Perla*, from Moji 25th
June, had fresh to light N.E. breeze and showery
weather with moderate following sea to Okusan
Island; thence light S.W. breeze and fine, clear
weather and smooth sea into port.

The British steamer *Thales*, from Fochow
via Amoy 2nd July, had light N.E. wind, smooth
sea and fine, clear weather to Amoy. From
Amoy to port moderate S.W. wind, smooth sea
and fine weather. Vessels at Swatow—Chin-
king, Fausang and Dugmar.

VESSELS ON THE BERTH

FOR KOBE, NAGASAKI AND
VLADIVOSTOCK.
(Calling at GERMAN.)

THE Steamer

"SAVOIA."

Captain Doimat, will be despatched for the above
ports TO-DAY, the 6th July, at NOON.

This Steamer has superior accommodation for
First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKAN LINE,
Hongkong Office.

Hongkong, 2nd June, 1903. [1814]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamer

"LAISANG."

Captain M. Courtney, will be despatched as above
TO-MORROW, the 7th July, at NOON.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 1st July, 1903. [1879]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamer

"GLENESK."

Captain Rafferty, will be despatched as above
on THURSDAY, the 9th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.
Hongkong, 6th June, 1903. [1845]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamer

"GLENGLASSER."

Captain Willy, will be despatched as above on
TUESDAY, the 14th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.
Hongkong, 25th June, 1903. [1887]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TONS DISPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	H.G.H. Lewellen	P. & O. S. N. Co.	About 10th inst.
LIVERPOOL	BRITANNIA	Brit. str.	Willy	MCGREGOR BROS. & GOW	14th inst.
MARSEILLE, COPENHAGEN, &c.	DIOMED	Brit. str.	P. Valdemar	BUTTERFIELD & SWINE	22nd inst.
MARSEILLE, LONDON & ANTWERP	ALCINOUS	Dan. str.	Kock	BUTTERFIELD & SWINE	20th August.
MARSEILLE, &c., VIA PORTS OF CALL	BINGO MARU	Brit. str.	F. Davies	BUTTERFIELD & SWINE	Quick despatch.
MARSEILLE, LONDON & ANTWERP	B. SIMONS	Fren. str.	Dupuy Promy	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLE, LONDON & ANTWERP	PELEU	Brit. str.	J. W. Wake	MESSENGERS MACHINES	11th inst., Daylight.
MARSEILLE, LONDON & ANTWERP	TAMPA MARU	Brit. str.	STENIOR	BUTTERFIELD & SWINE	14th inst., at 8 A.M.
MARSEILLE, LONDON & ANTWERP	DARDANUS	Brit. str.	NESTOR	BUTTERFIELD & SWINE	21st inst.
MARSEILLE, LONDON & ANTWERP	MOYUNE	Brit. str.	E. Prehn	MELCHERS & CO.	25th inst., Daylight.
MARSEILLE, LONDON & ANTWERP	PREUSSEN	Brit. str.	NUERNBERG	BUTTERFIELD & SWINE	4th August.
MARSEILLE, LONDON & ANTWERP	WURZBURG	Ger. str.	v. Blauer	BUTTERFIELD & SWINE	18th August.
MARSEILLE, LONDON & ANTWERP	KONIGSBERG	Ger. str.	R. Deacon	BUTTERFIELD & SWINE	1st September.
MARSEILLE, LONDON & ANTWERP	BADENIA	Ger. str.	H. Lecher	MELCHERS & CO.	5th inst., at Noon.
MARSEILLE, LONDON & ANTWERP	SITHONIA	Ger. str.	ANDALUSIA	BUTTERFIELD & SWINE	17th inst.
MARSEILLE, LONDON & ANTWERP	TRISTE	Aus. str.	H. Lerche	HAMBURG-AMERIKAN LINIE	29th inst.
MARSEILLE, LONDON & ANTWERP	VERONA	Aus. str.	VERONA	HAMBURG-AMERIKAN LINIE	2nd August.
MARSEILLE, LONDON & ANTWERP	GLEXEK	Aus. str.	MACDUFF	HAMBURG-AMERIKAN LINIE	12th August.
MARSEILLE, LONDON & ANTWERP	KENNERLY	Aus. str.	KENNERLY	HAMBURG-AMERIKAN LINIE	26th August.
MARSEILLE, LONDON & ANTWERP	ABARIA	Aus. str.	E. of JAPAN	HAMBURG-AMERIKAN LINIE	2nd September.
MARSEILLE, LONDON & ANTWERP	VANCOUVER	Aus. str.	TACLET	HAMBURG-AMERIKAN LINIE	21st inst. p.m.
MARSEILLE, LONDON & ANTWERP	TAQOMA	Aus. str.	TAQOMA	HAMBURG-AMERIKAN LINIE	About 10th inst.
MARSEILLE, LONDON & ANTWERP	MACHAON	Aus. str.	A. Dixon	HAMBURG-AMERIKAN LINIE	25th inst.
MARSEILLE, LONDON & ANTWERP	KIJOON MARU	Aus. str.	GEO. ANDERSON	HAMBURG-AMERIKAN LINIE	9th inst.
MARSEILLE, LONDON & ANTWERP	INDIAVELLI	Aus. str.	N. Ohno	HAMBURG-AMERIKAN LINIE	About 15th inst.
MARSEILLE, LONDON & ANTWERP	YAWATA MARU	Aus. str.	R. P. Craven	HAMBURG-AMERIKAN LINIE	About 25th inst.
MARSEILLE, LONDON & ANTWERP	TAIYUAN	Aus. str.	A. E. Moses	HAMBURG-AMERIKAN LINIE	20th middle Aug.
MARSEILLE, LONDON & ANTWERP	TAIWAN	Aus. str.	W.G. Macartney	HAMBURG-AMERIKAN LINIE	15th inst.
MARSEILLE, LONDON & ANTWERP	AUSTRALIAN PORTS	Aus. str.	J. B. Ferguson	CANADIAN PACIFIC R. Co.	22nd inst.
MARSEILLE, LONDON & ANTWERP	AUSTRALIAN PORTS	Aus. str.	J. D. Andrews	CANADIAN PACIFIC R. Co.	To-morrow.
MARSEILLE, LONDON & ANTWERP	YOKOHAMA	Aus. str.	I. Goto	CANADIAN PACIFIC R. Co.	10th inst.
MARSEILLE, LONDON & ANTWERP	KOBE	Aus. str.	W. Scott Hunter	CANADIAN PACIFIC R. Co.	14th inst., at 4 P.M.
MARSEILLE, LONDON & ANTWERP	CHINKIANG	Aus. str.	R. Heintze	CANADIAN PACIFIC R. Co.	23rd inst., at 4 P.M.
MARSEILLE, LONDON & ANTWERP	SHANGHAI	Aus. str.	D. Anderson	CANADIAN PACIFIC R. Co.	14th inst., at 4 P.M.
MARSEILLE, LONDON & ANTWERP	NAGASAKI	Aus. str.	J. W. Groves	CANADIAN PACIFIC R. Co.	14th inst., at 4 P.M.
MARSEILLE, LONDON & ANTWERP	YOKOHAMA	Aus. str.	E. P. Bishop	CANADIAN PACIFIC R. Co.	15th inst.
MARSEILLE, LONDON & ANTWERP	MANILA	Aus. str.	R. Rodger	CANADIAN PACIFIC R. Co.	27th inst.
MARSEILLE, LONDON & ANTWERP	MANILA	Aus. str.	J. Moore	CANADIAN PACIFIC R. Co.	Quick despatch.
MARSEILLE, LONDON & ANTWERP	SAMARANG & SOURABAYA	Aus. str.	M. Courtney	CANADIAN PACIFIC R. Co.	To-morrow.
MARSEILLE, LONDON & ANTWERP	KUDAT & SANDAKAN	Aus. str.	J. Maganzini	CARLOWITZ & CO.	11th inst., at Noon.
MARSEILLE, LONDON & ANTWERP	SINGAPORE, PENANG & CALCUTTA	Aus. str.	J. Nagao	CARLOWITZ & CO.	13th inst., at Noon.
MARSEILLE, LONDON & ANTWERP	BOMBAY, VIA SINGAPORE & COLOMBO	Aus. str.	N. Ohno	NIPPON YUSEN KAISHA	14th inst., at Noon.
MARSEILLE, LONDON & ANTWERP	HIROSHIMA	Aus. str.	T. S. TAKAYANAGI	NIPPON YUSEN KAISHA	14th inst., at Noon.

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCHE"

1,978 tons, will be despatched for the above
port on or about 10th July.

For Freight, apply to

BRADLEY & CO.,
Agents.

Hongkong, 3rd July, 1903. [1922]

NAVIGAZIONE GENERALE
ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Stea-
mers to ADEN, SUEZ, PORT SAID, MESSINA,
NAPLES, GENOA and NICO, also VENEZIA
and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and SOUTH
AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN
GULF and BAGHDAD, also BARCELONA,
VALENZA, ALMERIA and
MALAGA.)

THE Steamer

"ISCHIA."

Captain Maganzini, will be despatched as above
MONDAY, the 13th July, at NOON.

At Bombay the Steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMEA"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

HOMEPARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
LIVERPOOL	"DIOMEA"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 10th July.
The ss. "DARDANUS" left Singapore on the 1st inst., and is due here on the 5th inst., p.m.	"NINGCHOW"	On 10th August.
The ss. "ALCINOUS" left Shanghai on the 2nd inst., a.m., for Foochow and this port.		
The ss. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.		

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th July, 1903.

[10-12]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO, NEWCHWANG and TIENTSIN	"NANCHANG"	On 6th July.
SHANGHAI	"SHANSI"	On 6th July.
KOBE	"WUHU"	On 6th July.
SAMARANG and SOURABAYA	"TAIWUAN"	On 7th July.
MANILA	"SHANTUNG"	On 15th July.
POR DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIWUAN"	On 27th July.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
+ Taking Cargo on through bills of Lading to all Yangtze and Northern China Ports.		
+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th July, 1903.

[11]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.		
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.		
SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.		
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.		

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

[10-12]

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,862 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 22nd Sept.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN"	3,862 Tons	WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th Dec.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 30th Dec.

THE magnificient TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC to THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BEOWN, General Agent, Pedder Street.

6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRAVELLI" 4,899 R. P. Craven July 14, 1903

"INDRAPURA" 4,899 A. E. Hollingsworth August 14, 1903

"INDRASAMHA" 5,192 W. E. Craven September 13, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th June, 1903.

[14]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOXBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE"

Captain Meozzi, will be despatched as above on TUESDAY, the 21st inst., p.m.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.

Agents,

Hongkong, 2nd July, 1903. [1906]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, COPENHAGEN AND BALTIQUE PORTS.

THE Danish Steamer

"PRINS VALDEMAR."

Captain Koek, will be ready to load for the above ports on or about WEDNESDAY, the 15th instant.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 2nd July, 1903. [1906]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILL'S OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1907. [8]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor

the OWNERS will be RESPONSIBLE

for any DEBT contracted by the Officers or

the Crew of the following Vessels during their

stay in Hongkong Harbour.

ALCIDES, British ship, Dart.

Standard Oil Co.

DHAEBAR, Swedish barque, A. P. Larson.

Jardine, Matheson & Co.

KENTMERE, British 4-m. barque, T. E. Burch.

Standard Oil Co.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA."

FROM ANTWERP, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M., To-MORROW, the 3rd inst.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

POST OFFICE NOTICES.

The Empress of Japan, with the Canadian Mail, left Shanghai on Saturday, the 4th inst., at 5 p.m., and may be expected here on or about Tuesday, the 7th inst., at 8 a.m.
The Prince Heinrich, with the German Mail, left Singapore on Friday, the 3rd inst., at 2 p.m., and may be expected here on or about Wednesday, the 8th inst., at 6 a.m.

MAILS WILL CLOSE.

FOR

FROM

DATE

Canton	Palshan	Monday, 6th, 9.30 A.M.
Swato, Chefoo, Newchwang and Tientsin	Nanchang	Monday, 6th, 11.00 A.M.
Shanghai and Tientsin	Hoping	Monday, 6th, 1.00 P.M.
Macao	Hangchow	Monday, 6th, 1.15 P.M.
Chinkiang	Shantung	Monday, 6th, 4.00 P.M.
Shanghai	Wulu	Monday, 6th, 4.00 P.M.
Kobe and Yokohama	Bancu	Monday, 6th, 4.00 P.M.
Hokow and Haiphong	C. Diederichsen	Monday, 6th, 5.00 P.M.
Nantao	Tasche	Monday, 6th, 5.00 P.M.
Macao	Wingchau	Monday, 6th, 5.00 P.M.
Canton	Honor	Monday, 7th, 9.00 A.M.
Bangkok	Rejuburi	Tuesday, 7th, 9.00 A.M.
Swato, Amoy and Foochow	Thalei	Tuesday, 7th, 10.00 A.M.
Mouli	Rohilia Maru	Tuesday, 7th, 11.00 A.M.
Singapore, Penang and Calcutta	Luisang	Tuesday, 7th, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., & Tacoma	Tacoma	Tuesday, 7th, 11.00 A.M.
Kobe	Taiwan	Tuesday, 7th, 11.00 A.M.
Moji	Terugisan Maru	Tuesday, 7th, 4.00 P.M.
Kobe Nagasaki and Vladivostock	Sasebo	Wednesday, 8th, 11.00 A.M.

EUROPE, &c., India via Tuticorin
(Late Letters 11.10 to 11.30 A.M.) Extra
Postage 10 cents)

Iloilo and Cobu

TO-DAY.

Wrestling, opposite Central Market, 8 p.m.

TO-MORROW.

Sale, Cable, on the junk moored off the Government Store, Wanchoi, Messrs. Hughes & Hough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

4th July.

London—Telegraphic Transfer 181.

Bank Bills, on demand 181.

Bank Bills, at 30 days' sight 181.

Bank Bills, at 4 months' sight 181.

Documentary Bills, 4 months' sight 181.

Paris—Bank Bills, on demand 210.

Credits, at 4 months' sight 214.

Germany—On demand 171.

New York—Bank Bills, on demand 407.

Credits, 60 days' sight 414.

Hongkong—Telegraphic Transfer 125.

Bank, on demand 125.

Calcutta—Telegraphic Transfer 125.

Bank, on demand 125.

Shanghai—Bank, at sight 714.

Private, 30 days' sight 725.

Yokohama—On demand 813.

Manila—On demand Nominal.

Singapore—On demand Nominal.

Batavia—On demand 1014.

Hainan—On demand 1 p.c. pm.

Saigon—On demand 1 p.c. pm.

Bangkok—On demand 621.

Sovereigns, Bank's Buying Rate 812.

Gold Lkr., 100 fine, per tael 863.

Silver, per oz. 24.

OPTUM.

4th July.

Quotations are—Allow 10% net to beauty.

Malwa New, \$1020 to per pair.

Malwa Old, \$110 to "

Malwa Old, — to "

Malwa V. Old, \$1139 to "

Persian fine quality \$800 to "

Person extra fine, — to "

Patna New, \$1077 to per chaste.

Patna Old, \$1082 to "

Burma New, \$1072 to "

Burma Old, \$1085 to "

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. steamer "Empress of Japan" arrived at Shanghai at 7 a.m. on the 4th inst., and left again at 5 p.m., same day for Hongkong, where she is due to arrive at 9 a.m., to-morrow.

THE INDIAN MAIL.

The steamer "Lightning," from Calcutta, left Singapore for this port on the 30th ult., p.m.

The Indo-China steamer "Kensung" left Calcutta for this port, via the Straits, on the 28th ult., and may be expected here on the 14th inst.

THE GERMAN MAIL.

The Imperial German mail steamer "Prinz Heinrich" left Singapore on the 3rd inst., at 2 p.m., and may be expected here on the 8th inst., at 6 a.m.

The Imperial German mail steamer "Preussen" left Shanghai on the 4th inst., at 3 a.m., for Foochow.

THE AMERICAN MAIL.

The T.K.K. steamer "America Maru" left Yokohama for this port, via Island Sea, &c., on the 1st inst., a.m.

MERCHANT STEAMERS.

The O.S.S. steamer "Dardanus" left Singapore on the 1st inst.

The C.P.R. steamer "Tartar" arrived at Shanghai at 6 a.m. on the 2nd inst., and left again at 2 a.m. on the 3rd inst., for Hongkong, where she is due to arrive at 8 a.m., to-day.

The P. & A. steamer "Palawan" left Singapore for this port on the 2nd inst., at 1 p.m.

The "Glen" Line steamer "Glenyle" left Singapore on the 3rd inst., a.m., and is due here on the 8th inst.

The O.S.S. steamer "Macau" left Singapore on the 3rd inst., and is due here on the 8th inst., p.m.

The O.S.S. steamer "Alcina" left Shanghai on the 3rd inst., a.m., for Foochow, for this port.

The N.Y.K. steamer "Naga Maru" (American Line) left Kobe via Moji for this port on the 3rd inst., p.m., and is expected here on the 10th inst.

The C.M. steamer "Kesuma" left Victoria (B.C.) on the 28th ult. for Kobe and Hongkong.

The E. & A. steamer "Australian," from Sydney, &c., left Port Darwin on the 28th ult. for Timor, Manila and this port.

The C.N. steamer "Tsimai," from Australian ports, left Sydney on the 27th ult., and is expected here on the 17th inst.

Ideal Milk



Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.
A Perfect Substitute for Fresh
Milk.

JOINT STOCK SH SHARES.

Hongkong, 3rd July.

COMPANY PAID UP QUOTATIONS.

Banks Hongkong & Shantung \$125 £105.

Natl. Bank of China £125 £125.

A. Shares £25 £25, buyers

B. Shares £25 £25, sellers

China Electric £10 £10, buyers

Power Co. £10 £10, sellers

China Prov. L. & M. £100 £100, sellers

Cigar Companies £500 £250, sellers

Albemarle, Ltd. £500 £100, sellers

Philippine Tobacco £500 £100, sellers

Trust Co. £100 £100, sellers

Lotter Mills £100 £100, sellers

Ewo £100 £100, sellers

International £100 £100, sellers

Laos King-Mow £100 £100, sellers

Soychey £100 £100, sellers

Hongkong £100 £100, sellers

Dairy Farm £100 £100, sellers

Penwick & Co. £100 £100, sellers

Greenland Cement £100 £100, sellers

H. & C. Bakery £100 £100, sellers

Hongkong & C. Gas £100 £100, sellers

Hongkong Electric £100 £100, sellers

H. H. L. Tramways £100 £100, sellers

Steam Water £100 £100, sellers

Steam Boat Co. £100 £100, sellers

Hongkong Hotel £100 £100, sellers

H. & K. Wharf & Co. £100 £100, sellers

Hongkong Kepo £100 £100, sellers

H. & W. Duck £100 £100, sellers

Insurance £100 £100, sellers

Siemens & Co. £100 £100, sellers

Hongkong, 14th January, 1902. [218]

GENERAL MARINE INSURANCE COMPANY, LIMITED OF RESDEN.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [113]

GENERAL MARINE INSURANCE COMPANY, LIMITED OF RESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, s JACOB & CO., Hongkong, 1st September, 1902. [232]

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO., Hongkong, 14th January, 1902. [218]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSSEN & CO., Agents. Hongkong, 16th May, 1892. [26]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security £625,719 Total Losses Paid £6,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERLINK & CO., Agents. Hongkong, 18th May, 1902. [14